



The Daylight Observation

Official Publication of the
Daylight Division, PCR / NMRA
Volume 22, Issue 3
Jul-Aug-Sep 2008

Daylight Division Summer Meet Set for August 23 at Goleta Depot

By Bruce Morden

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Escape the August heat of the Central Valley. Join us for the August 23, Division meet which will be held at the historic Goleta Depot, 300 North Los Carneros Road, Goleta, CA. Get to highway 101 and Goleta and take the Los Carneros exit and head towards the mountains just two blocks. Visit their website at <http://www.goletadepot.org>. (See map on Page 8)

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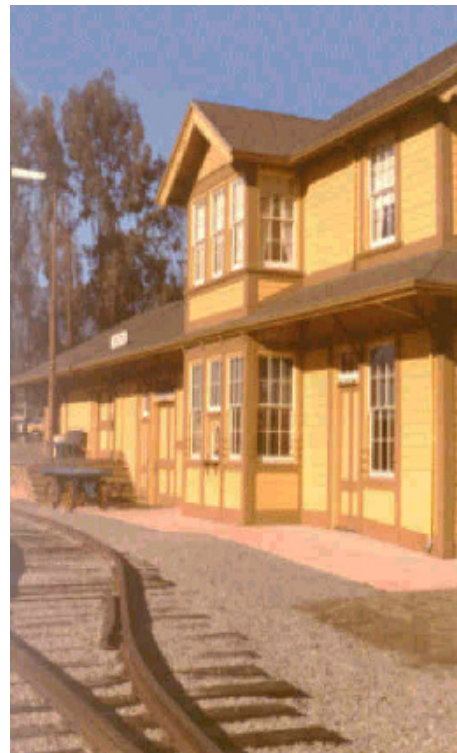
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MEMBERSHIP



Goleta Depot

You are encouraged to bring your models and photos to enter in the contest. Division Superintendent and Achievement Chair Dave Grenier will be in attendance and you can have your model judged for achievement points. Let's see some of those great models.

The agenda is below.

9:30 to 10:00 AM; Registration. \$5, \$6 for non-NMRA members (\$3.00 Daylight Div. plus \$2 for morning snack and sundries.) Pizza and salad lunch is \$6 (\$4 for those under 13). Enter the contests, eat a donut, have some juice. This would be a great time to take photos and enter your models and photos into the contests. (Please wait for seconds on donuts until after 9:55 AM.)

10:00 to 10:10 AM; Welcome and Agenda Review. (Outside), Dave Grenier, Bruce Morden

10:10 to 10:30 AM; First Clinic Session "Historical Walking Tour of Goleta Depot (exterior), Bruce Morden

Continued on Page 2

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10:30 to 10:50 AM; Second Clinic Session: To be announced.

10:50 to 12:00 Noon; Daylight Division Meeting, Award Presentations and Auction. Daylight Division Leadership. **EVERYONE INVITED.**

12:05 to 12:45 PM; LUNCH BREAK: on your own or Pizza luncheon.

- **Pizza and drinks will be at the Depot for those that prepaid at registration.**
- **This break will be your last chance to vote for the FAVORITE MODEL contest.**



Handcar Riding

12:45 to 1:15PM; Depot interior visits, Bruce Morden

1:15 to 2:30 PM; Handcar rides (\$1), Train rides (\$1.50), Visitor Center (Lots of stuff to buy)

2:30 to 6:00 PM; Layout Tours, All Attendees. Some of the layouts were on the Anaheim Special 2008 NMRA National Convention layout tours! We also have a new layout at our local hobby shop. Maps will be provided to navigators. Please take the time to visit some of these layouts. You will enjoy seeing them and the owners enjoy sharing them.

NOTE: Doug Wagner will have some of the SP/UP 1997 Convention reefers to sell for \$5.00 each, with all proceeds going to the Division.

Report from the Daylight Division Director



Now that the convention is over, I can wear my new hat as director. The convention was a successful presentation of the finest model railroading in the San Joaquin Valley. There were so many layouts to visit that I still have not been to them all.

The have a new Superintendent –Dave Gernier – who was appointed to fill the remaining term of Pat Boyle who resigned. Dave wants more active participation by all members in all areas of model railroading. One way to get diverse participation is the encouragement to participate in the achievement

program. This program will guide you to try areas not yet explored by you, help you expand your modeling skills and share those skills with those around you. This includes encouraging others to take up the hobby.

For the up coming Santa Barbara meet, consider a car pool; a great way to talk about modeling activities as you travel down the highway.

See you in Santa Barbara
John Houlihan, Director

Editor's Note: Director John Houlihan needs a name for his column. Submit your suggestions to the editor. NOTE: Rants and Raves belongs to Doug Wagner and *Dave's Drivels* was rejected by Superintendent Grenier.

*Want your ad in the OBS?
Send a business card along
with a check for \$40.00 and
we'll print it for the next 4
issues. See the OBS editor's
address on the back page,
or give it to him at a meet.*

**The Daylight Observation
The Official Publication of the
Daylight Division, PCR/
NMRA**

Volume 22, Issue 3 3rd Quarter, 2008

The Daylight Observation is published quarterly to inform members of division activities and to provide educational articles for the advancement of railroad history and the art and science of model railroading. It is distributed to all members of the Division and to officers and newsletter editors of other divisions in the PCR.

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Save your Division some postage money. E-mail the Observation editor and ask to be notified when the Observation is posted on the Web site. You will not receive a hard copy through the mail, saving us first class postage four times a year. You will receive an e-mail when the Web posting is available. You can download the .pdf file to print or whatever. The savings can be returned to you in the form of better meets and activities.

Please send your e-mail to me at harmonsta@aol.com. Please put Observation in the subject box so I won't mistake it for junk mail.

DAYLIGHT DIVISION SPRING BUSINESS MEETING

A short business meeting was held on Wednesday April 30th after the PCR board meeting at the 2008 PCR Convention in Fresno. The minutes and the treasurers report were approved. There was a discussion about the summer meet which will be in Santa Barbara. Bruce Morden provided information about the meet. It will be held at the South Coast Rail Museum at the Goleta Depot on August 23rd. We will get more details later and it will be posted on the web site. The meeting was then adjourned.

Respectfully submitted,
Suzanne Paff
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DAYLIGHT DIVISION TREASURY REPORT

DATE	TRANSACTION	DEBT	CREDIT	BALANCE
4/30/2008	BALANCE FORWARD			\$876.00
4/30/2008	DEPOSIT NEW ACCT		246.13	\$1,122.13
4/30/2008	BANK FEES	\$23.17		\$1,098.96
5/1/2008	OBSERVATION		124.34	\$974.62
7/5/2008	Sierra Memories Proceeds		1519.25	\$2,493.87

DAVE'S DISPATCH

From the Super's Desk
By Dave Grenier



Well, here it is, another sweltering summer day in the San Joaquin Valley. This is the time of year I really miss the Santa Clara Valley, my previous home since 1979. I'm sitting at my computer typing this with fans blowing cooling air on my computer and me because my A/C is out of commission and I can't get it fixed until I return from the NMRA Convention in Anaheim. By the time you read this, all should be well again. I hope!

Anyway, why am I writing the superintendent's column you might ask? A few weeks ago, June 20th to be exact, Pat Boyle, the Daylight Division Superintendent since 2006, stepped down due to health reasons and John Houlihan, our new Director, appointed me to fill the remainder of Pat's term of office.

Please join with me in expressing a hearty "THANKS!" to Pat for the service he rendered as our Superintendent and wish him nothing but the best for the future.

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In Memorium Jim Martin

NMRA life member Jim Martin passed away unexpectedly July 9th.

Jim was an avid rail historian and photographer, whose contributions were published in the Southern Pacific Historical and Technical Society's *S.P. Trainline* magazine. Jim also served on the Sierra Memories 2008 PCR Convention committee.

Our condolences to Jim's family.



Jim's photo of 4449 coming into Fresno was featured on the cover of the Spring issue of the Branchline

I am excited and anxious to continue to serve the Daylight Division and its members in this new and additional capacity. For the time being, I'm holding on to my other positions, Webmaster and AP Chairman. Any volunteers?

For those that didn't attend the Sierra Memories 2008 PCR Convention in Fresno, hosted by the Daylight Division in May, you missed out on a wonderful convention. John Houlihan, Convention Chairman, and his committee put on one heck of a great convention and are to be commended for their efforts. Reports from attendees were filled with superlatives describing the 5-day event. Many were pleasantly surprised at the quality and quantity of the clinics and layout tours offered. There weren't any weddings this year, although we did have a melodrama at the Saturday night banquet, starring the bride and groom from last year's wedding.

Where do we go from here? Onward and upward, that's where. One challenge facing us is getting more members involved and participating in the activities and events of the Division. According to the membership roster I received from the NMRA, there are 188 members residing in the Daylight Division, with the majority in the southern-most counties. I'd like to promote interest and activity in the Division with layout tour weekends, Fresno area train show, operating session weekends, and a bigger model and photo contest at quarterly meets.

Another challenge is communications within the Division. Several years ago Brewster Bird set up a moderated Yahoo! Group to enable members of the Daylight Division to communicate with each other, but less than one-third of the members have subscribed to it. I encourage you to subscribe to the "daylightdivision" group, by sending a blank e-mail message to: daylightdivision-subscribe@yahoogroups.com

There is also a "PCR-nmra" Yahoo! Group to keep up with the PCR. Subscribe to this group by sending a blank e-mail message to: PCR-nmra-subscribe@yahoogroups.com

You can determine how messages are received; either a daily digest containing up to 25 messages at a time or individual messages sent immediately as they are posted. I will be using the "daylightdivision" Yahoo! Group to communicate with the Daylight Division membership at large, so I can't encourage you enough to subscribe to it.

Another chore facing us is revising the By-Laws. The only copy found so far is dated December 12, 1983. If anyone has a newer version, please send it to me, either by e-mail or snail mail. (See the first page of the Observation for my contact information.) One problem standing in our way is the provision that a fifty percent, plus one vote (or 95 votes), of the regular membership is required to adopt new By-Laws.

If anyone has any suggestions or ideas for me regarding the Division, feel free to send them to me. This is all new to me and I welcome your suggestions and ideas on how to make the Daylight Division the best division in the PCR.

If anyone would like to volunteer to be the Layout Tours or Operating Sessions Chairperson, once again, let me know.

Our next quarterly meet is August 23, 2008, at the South Coast Railroad Museum at the Goleta Depot. Bruce Morden is putting together a full day of activi-

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In Memorium Charlie Pigott

Merced modeler Charlie Pigott passed away July 25th of this year. Charlie was a Viet Nam veteran and well known for his excellent trees, which he marketed as "Charlie's Okey-Doky Oaks." Charlie and his wife, Babbette, often hosted Daylight Division meets at their home in Merced. Charlie's fully-scenicked layout featured lots of trees, and had earned him a Golden Spike Award. He had been an active NMRA member since 1990. Charlie was 59 years of age. Our condolences to his wife and other family members.

Donations in Charlie's name can be made to the Last Hope Cat Kingdom, PO Box 1313, Winton, CA 95388 or V.V.A. Ch. 691, PO Box 2226, Merced, CA 95341.

ties for us. Come to the meet and enjoy train rides, handcar rides, museum tour, and layout tours. We'll be starting at 10:00 AM to coincide with the museum's operating hours. Don't forget to bring your models for the contest and plain-wrapped White Elephant gifts for the auction at the end of the meeting.

As you prepare for the August meet, think of a non-NMRA friend who is interested in model railroading and invite them to come along with you to the meet. You can also bring an inactive NMRA member. Both are welcome! I hope to see you all there.

Dave Grenier
Superintendent, PCR Daylight Division

Member Aid - The answers are out there: Conventions

By Bob Pethoud

I write this installment between conventions: the PCR convention (Sierra Memories) was a few weeks ago and the NMRA national convention (Anaheim Special) is coming up in a few weeks. Model railroad conventions always fire me up and I return home anxious to track down new products or tools and try out recommended techniques on new projects inspired by models I have seen and admired.

PCR Fresno 2008 was no exception and I extend kudos to all who worked diligently to pull it off. It's only a shame that the committee members who work on the convention have little to no time to participate in it. The good news is that we should have plenty of clinics and layout tours for many Daylight Division meets to come.

At the convention I learned two different tree making techniques that I am itching to try out, and that is just the beginning. Products as diverse as Train-Safe, Easy-Lock pin vise from Model Expo, barge cement, NWSL super flexible wire, and Bragdon's blue (!) weathering powder have either been purchased or are on my to-order list. My hobby time promises to be more productive in the coming months as a direct result of this excellent convention.

When it comes to working on my model railroad, no one is more of a loner than I am. I know that many hands make light work, but I have a strong urge to do it myself. Thus, conventions are a beautiful contrast to work sessions. It's great to see friends, some of whom I only see at these get-togethers. At Sierra Memories my wife and I spent several hours with close friends we haven't seen in years since they moved out of state. It was wonderful to catch up with them.

Conventions and meets are some of the greatest benefits to membership in NMRA and PCR. In addition to the local ones, you might consider attending division meets outside your division and regional conventions outside PCR. And don't forget Railfair in Roseville each fall, Winterail in Stockton in February or March, and the Railroadiana show in Sacramento in June, as well as many more. Inspiration awaits.

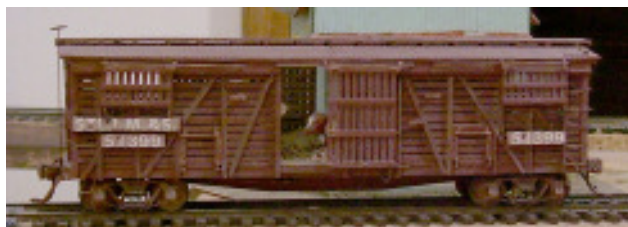


ACHIEVEMENT PROGRAM

Master Builder – Cars Certificate

By Dave Grenier

Now that the Sierra Memories 2008 PCR Convention is just that, a memory, we'll get back to discussing the Achievement Program and the next of the eleven certificates that may be earned to obtain the ultimate goal of Master Model Railroader (MMR), namely the Master Builder – Cars certificate.



*This kit-based stock car won a merit award
(over 87-1/2 points)*

To qualify for this certificate you must build eight operable scale models of railroad cars. “Operable” means the models must be able to roll on the track, negotiate a curve, and be pulled by something. It does not mean that every door, valve, or other moving feature of the car must work as the prototype does. (On the other hand, any operating features that you do include in your car are likely to increase your score. (More about this later.))

The models can be any scale and/or gauge. Here's a perfect opportunity to try a scale different than your primary scale. After all, the AP is about learning more about the hobby. What better way

to learn something new than to try a different scale? Who knows? You might just be pleasantly surprised by the experience. Give it a try!

What's a “car”? A “car” is just about anything that runs on rails and is NOT self-propelled (if it's self-propelled, it's Motive Power). This includes freight cars, passenger cars, maintenance of way cars (including equipment such as cranes), cabooses, cable cars, unpowered (dummy) locomotives, etc. Actually, if you have a model which is self propelled, but is a model of something that was designed to carry something (besides itself), such as a rail car; it can be used as one of the qualifying models for Motive Power or Cars, but not both.



*You will need to exhibit at least
one passenger car*

There must be at least four different types of cars represented in the eight models, one of which must be a passenger car. This is to show that you can model the different types of cars, not just variations of the same type of car. For example, a 40' boxcar and a 36' reefer are two different types of cars, but a 40' boxcar and a 50' boxcar would be the same type of car, unless there were significant differences in the construction methods used to build each car. On the other hand, a steel-decked flat car and a wood-decked car would be considered the same type of car, but a regular flat car

and a depressed-center car would be considered different because it is a substantially different kind of car to build. You can even build 4 identical boxcars, plus a flat car, a reefer, a gondola, and a passenger car and still meet the requirement for four different types of cars.

Each of the eight models must be superdetailed with either commercial parts or scratch built parts, which earn extra points. When considering which parts to super-detail, consider removing the molded on ladders, grab irons, and brake wheels the car came with and replace them with separately applied parts. Don't forget the car's underside details, as the judges will be looking for the under frame brake details. This also earns extra points.

In addition to being superdetailed, at least four of the eight models must be scratchbuilt, while the remaining cars can be commercial models that you have super detailed. To be considered as “scratchbuilt”, at least 90% of the model's pieces and/or parts must be constructed or fabricated by the modeler. Use of commercial detail parts will not disqualify the model as being “scratchbuilt.”

The following items are specifically excluded from the “scratchbuilt requirement”: wheels; couplers; light bulbs and electron-

ics; trucks; brake fittings; marker lights and drumheads; paint, decals and the like; basic shapes of wood, plastic, metal, etc. Basic shapes are things that builders of the prototype would have used as raw materials. For example, an "I" beam would be a basic shape, but a commercial door or window casting would not. Also consider that although these parts are exempt from the scratchbuilt requirement, they may be scratchbuilt to earn up to 15 additional bonus points.



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All models must be super detailed either with scratchbuilt parts or with commercial parts. To be considered "super detailed", the model must have considerably more detail of excellent quality than is usually expected. The quality of the detail is more important than the quantity. Models that are cross-kitted, modified kits, parts built, or extensively altered to a different prototype may also be considered as "super detailed". The phrase "real individual craftsmanship is demonstrated" is key, and figures in both the letter and the spirit of this and other AP qualifications.

You must earn 87.5 or more points on four of the eight models in AP Merit Award judging. Note that the other models don't even have to be judged! The four models are judged on the quality of the craftsmanship, including the finish and lettering, the quantity of details and amount of scratchbuilt parts, and how well it captures the look of the prototype. Up to 15 extra scratch-building points may be awarded if the modeler builds some or all of the parts exempted from the scratch building requirement, but the total scratch building score cannot exceed 15 points.

AP Merit Award judging can be done in one of two ways: 1) at an NMRA-sponsored contest at a convention or meet; 2) arrange for judging at another time separate from a convention or meet. You can bring your work to the judges location, or they will even come to you! When you're ready to have your models merit judged, contact the Daylight Division AP Chairman (me!) to setup a time and place. My contact information is listed on the first page of the Observation and on the Daylight Division website at: <http://www.pcrnmra.org/daylight/callboard.htm>



This Chicken Car is a superdetailed kit...The builder added chickens inside and replaced the kit grabs and other details with commercial details

The final requirement for the Master Builder – Cars certificate is to submit a Statement of Qualification (SOQ), which includes detailed descriptions of each of the eight models and photocopies of all of the Merit Award certificates. The detailed descriptions must identify all scratchbuilt features, all commercial components used, and materials used in building the model. Copies of the plans you used are not required, but may be submitted. If the model is a kit, whose kit is it? Photos of the models are helpful, but not required. Also include a copy of your NMRA membership card. Submit the completed SOQ and all materials to the Daylight Division AP Chairman, Dave Grenier (me again!). My contact information is listed on the last page of the Observation and on the Daylight Division website at: <http://www.pcrnmra.org/daylight/callboard.htm>.

For a couple of great articles on superdetailing cars, take a look at the March 2008 issue of Scale Rails. On pages 12-16 there are step-by-step instructions for scratchbuilding a wood reefer and on page 17 there is an article on upgrading an Accurail hopper car by removing the cast on details and replacing them with separate commercial parts and brass wire.

For more information about the Master Builder – Cars certificate, visit the NMRA website at http://www.nmra.org/education/achievement/ap_cars.html. Don't hesitate to contact me for more details. I think by now you know where you can find my contact information.

Next installment: Master Builder – Structures Certificate



Map to the Meet

Daylight **Observation**

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